

The National News

The Monthly Magazine of The Falcon Club of America



Falcon

THE EVENTFUL



Falcon
FRONTENAC



1960 Ford Falcon Frontenac Catalog

June 2009

Cover: 1960 Ford Frontenac

Marc Henchoz of Switzerland provided this promotional literature for the 1960 Ford Frontenac, a unique and curious hybrid of Falcon and Mercury that was only sold in Canada for one year. Read more about this rare car beginning on page 30.

You may have noticed that the front cover is horizontal again this month. We are still looking for FCA members opinions and suggestions while we make some design changes to your magazine.

Let us know what you think!

Question:

"Do you like the recent design changes in *The National Falcon News*?"

Answers:

1. Design changes? Doesn't look any different to me.
2. Yes, the horizontal cover really works.
3. It's weird to have the cover be horizontal and the rest of the magazine vertical...
4. I think the whole magazine should be horizontal.
5. Leave it alone, don't change anything.
6. Change everything!

Thanks for your input! This is your magazine. All submissions by FCA members are greatly appreciated—we want to make your Falcons look their best!

—Editor

Do you have a photo of your Falcon that you think should be on the cover? Send it to the Editor at the address on page 6.

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The National *Falcon* News

June 2009



Our Falcon: Judy and Jim Lieberman 1964 Sprint Convertible



Judy and Jim Lieberman dated in a Falcon like their 1964 Falcon Sprint convertible over 40 years ago. That first Sprint is long gone, but in 2005, they located this one in Kelseyville, California, just down the road from their home in Hidden Valley Lake. The Sprint had only 56,000 miles on it and had been in Santa Rosa its entire life.

After Jim's retirement, they decided to show the car, since he had spent so much time getting it ready. They prefer car shows that benefit a good cause, like the Special Olympics, local 4-H groups and Meals on Wheels.

At their first show, they were really just expecting to see how their handiwork stood up to the other entries in the show. They were pleasantly surprised when the Sprint took the

runner up award for Best Convertible! Since then, they have attended other shows and won many awards, including Judge's Pick. They enjoy showing their car knowing that the proceeds benefit charitable groups—a good way to have fun and help others at the same time.



Jim and Judy with his first 1964 Falcon in 1966 at Fort McClellan, Alabama Army base.



—Continued on page 4

Our Falcon: Judy and Jim Lieberman 1964 Sprint Convertible

—Continued from page 3



Judy and Jim Lieberman (FCA #12319) are members of the Sonoma County Falcons for Fun Chapter of the FCA. The photos of the Sprint by the lake were taken at Clear Lake, the largest lake in California.



Send some photos
and a story about your
Falcon for our new "My
Falcon" Feature.
Send on CD to the
Editor at the address
on page 5.



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WEB SITE

www.falconclub.com

Classified Advertising

How to Advertise in The National Falcon News

Email your classified ads to:
wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time-saver and much appreciated.

CORRECT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

INCORRECT: ' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE
YOU'RE CALLING.**

Falcons For Sale

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.



1962 "Futura Hotrod." Drive train is 1963 V8: 260 V8, headers, Falcon T-10 4 speed, factory shifter, 4 speed column, 8" rear axle, 5 lug brakes and steering; motor runs; needs brakes. Has '62 bucket seats and console; all Futura parts intact. Some driver's floor rust, and back of quarter panels. \$3500 OBO. For detailed pictures call Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

Falcons For Sale



1963 Falcon Futura hardtop. Solid original floors. Rebuilt 200 cu. in. engine. Rebuilt C-4 transmission with shift kit. All new interior with new foam on front seats. Class winner in three Falcon Regional Meets. Selling due to age and health. \$7900 OBO. Sam Michaelian, 860-916-7282 or flyboysarkis@aol.com. CT.

1963 Sprint hardtop. 150,000 miles on body, Original baby blue paint with turquoise interior. Dallas car. Rebuilt 289 V8

—Continued on page 10

The National Falcon News

President's Message

Chuck Beason

Please join me in welcoming our newest Chapter, the Lake Michigan Chapter of the Falcon Club of America. The Lake Michigan Chapter will cover portions of the four states surrounding Lake Michigan. We look forward to visiting with our newest chapter at future events.

Our thanks to the Bluegrass Chapter for hosting the second Regional Meet in Louisville. It was great to see our many Falcon Friends and all of the beautiful Falcons. We're already looking forward to attending number three. We have Regional Meets scheduled for later this year in California and New York. Hope to see you there.

I would like to remind everyone about an upcoming event celebrating the 50th Anniversary of the American Compact Car. This event will be in Cleveland, Ohio on August 14-15, 2009, hosted by the Comet East Car Club. As we all know, our Falcons played a major role during this era. This event is open to Falcons, Comets, Corvairs and Valiants. We would like to see the Falcons well represented at this event. Show details at www.cometeastcarclub.org.

Act now and make your hotel reservations and register for the 30th National Convention of the Falcon Club of America,

July 16-18, 2009 hosted by the Mason Dixon Chapter. The first hotel is already filled up, but the second host hotel, the Hampton Inn, is now taking reservations. Convention Chairman Mike Garrett has been keeping us up to date on planned activities for the convention with his "Dash to Dover" articles in *The National Falcon News*. Please plan to join the hundreds of Falcons for the "Dash to Dover."

If you plan to drive your Falcon to the National Meet, see the information in this issue regarding the Mile High Chapter's caravan plans to the show. Plan to join up with them along the way!

Don't forget, "Take A Kid To A Car Show" this year.



Chuck & Carolyn

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CORRECTION: 1970 & 1970½ FALCONS

Dear Editor:

In the March 2009 issue, the cover story reports an article on a 1970½ Falcon. This car is a very nice 1970 Falcon, but it is absolutely not a 1970½ Falcon.

The 1970 Falcon used the 1966 thru 1970 body. The 1970½ used the 1970 Fairlane body. The difference is that the Falcons were a two door sedan, while all of the Fairlanes and Torinos were hardtops. The 1970 Falcon was discontinued in December of 1969. The 1970½ debuted in January 1970. They were produced at both the Lorain plant, and the Oakville Plant.

The major reason for the 1970½ Falcon was the Federally mandated Steering wheel/Ignition interlock. This could not be accomplished with the older body's dashboard mounted ignition switch. The 1970½ Falcon is the ONLY Falcon with the ignition on the column, four headlights, and an engine offering of the 351 or 429.

There are two 1970½ Falcons in the Metro Detroit Chapter, mine with a 250, and another with a 429.

Attached are some pictures of my 1970½ Falcon at The Henry Ford Museum/Greenfield Village.

—Keith Price (FCA #11954)
Clinton, Michigan

—Editor's Note:

I was also informed by Daniel Gill of Cookeville, Tennessee that his car is a 1970, rather than a 1970½ Falcon. He wrote: "Thank you so much; love the article, and car on the cover. Only one problem the car is a 1970 Ford Falcon, not a 1970½. Note the sticker in the window. I have already received emails on it, but believe me, I love the article. and I do thank you so much."

Editor regrets the error and looks forward to seeing both Metro Detroit 1970½ Falcons at the 2010 National Meet in Detroit.

At right, Keith Price's 1970½ Falcon featuring the Fairlane hardtop body, with four headlights. It came equipped with either a 351 or 429 engine.

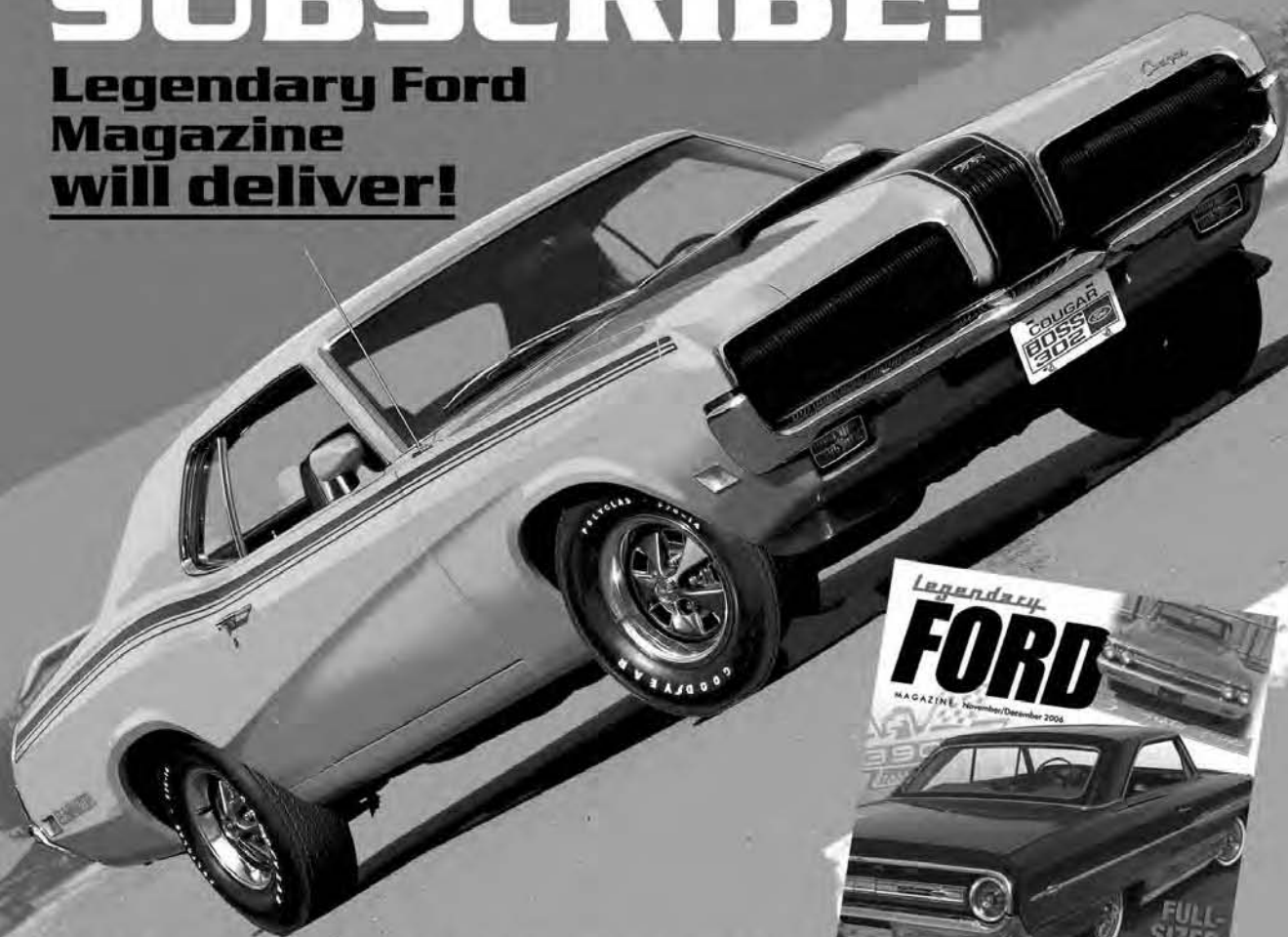


*Dan Gill's low mileage 1970 Falcon
Dan is FCA member #12872. He lives in Cookeville, Tennessee.*

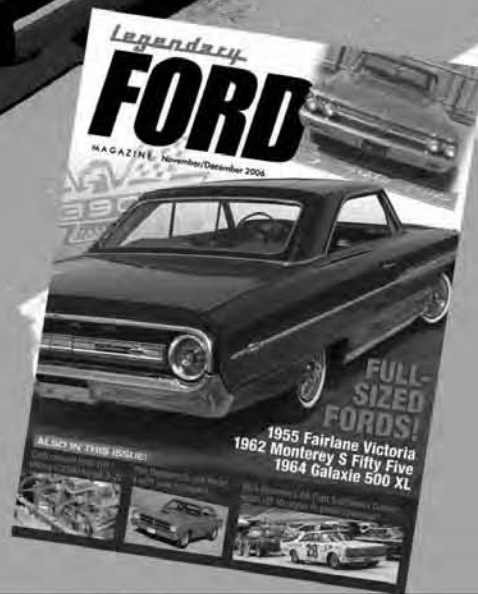


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Classified Ads (con't)

—Continued from page 6

and C-4 automatic transmission. New front suspension, and gas tank. Many extra parts. \$7000. Bill, 817-265-8314, if no answer, write letter. 214 Ditto Lane, Arlington, TX 76010.

1964 Falcon Futura Convertible. 200 c.i. 6 cyl auto. 50K original miles. Excellent Condition. 2nd owner. Turquoise w/ white convertible top. Asking \$10,750. Call Joe in Ohio at 614-581-0130.

1964 Falcon Futura Convertible. less than 5000 miles since total restoration. Red on red. White top. 200 six automatic. This Falcon has the rare stainless

steel wheel covers. Excellent condition, has always been garaged. \$13,000 OBO. Call Dave at 508-949-0771. Webster, MA.

1964 Falcon Sedan Delivery Deluxe. One rare Falcon! Body code 7813 (only 98 produced in 1964.) Strong runner with numerous modifications. See article at westcoastfalcons.com/scff/member/charlie.htm. \$13,000 OBO. For pictures and additional information, call Doug at 707-291-3284 or send email to dlaurice@earthlink.net. CA.



1964 Falcon Sprint, 260 V8, four speed. All glass and trim good. More pictures, no smoke. Top end rebuilt, new radiator. Little or no rust, new carpet, original seats. Asking \$9000. Rick Davis, 479-221-8556 or 479-646-5084. AR. (07/09)

1964 Ranchero. 200 I6, C4 trans. Wimbledon white, red interior. Body work on driver's quarter panel done. \$3900. OBO. Craig, 248-202-7148 or email Cragar777@yahoo.com. MI.



1965 Falcon. 4800 original miles. Two door sedan, white/blue. 200 CID engine. No other options, all original. Showroom condition. Original tires (off the car). As nice as anything you will ever see. Will sell only to someone who will commit to maintaining this car in its original condition. \$15,000 OBO. Michael Young, 316-636-5091 or michael.r.young@mac.com. KS.

1965 Falcon Futura Convertible, Rangoon red with red interior, black top. V8, 4 speed bench seat with 63,000 miles. No rust solid body/floor panels west coast car. Included NOS parts in original Fomoco boxes. \$3000 in parts have receipts \$17,900 Call Ed , 610-746-3056. or regil0s@enter.net. PA.

1965 Falcon Futura. 6 cylinder. some rust on roof and all over the car. Fair trim

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1968 Falcon Futura four door, white over bronze, white interior. 62,000 certified miles, 289 2-V, Cruis-o-matic, factory air, power steering. New brakes, new dual exhaust, good tires. A very smooth driver. This Southwest car has zero rust. \$4500 OBO. Ask for photos. Cliff, 475-585-5545 or hhazard87002@yahoo.com. NM.

Falcons for sale: 1965 Ford Falcon sedan delivery, \$4,000. 1963 Ford Falcon Sprint h/t, \$1,500. 1963 Ford Falcon Ranchero, \$300. 1965 Ford Falcon Futura h/t, \$1,200. 1964 Ford Falcon Futura h/t, \$4,000. 1965 Ford Falcon Futura h/t, \$600. 1968 Ford Falcon two door sedan, \$500. 1965 Ford Falcon 2 door h/t, \$700. 1960 Comet two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org

Falcons Wanted

Wanted: 1965 2-door wagon. Body style 59A or 59B. Must have all the stainless and chrome trim in good condition. Contact Mark Klutenkamper, 952-891-4535 or email Ranchero@charter.net. MN.

Parts Wanted

Wanted: NOS or extremely excellent condition "BLUE" rear seat ash tray for a 1962 Ford Falcon 4 Door Sedan. Also a decent set of hubcaps for a 1962 Ford Falcon. I have a set of 1962 Futura hubcaps that are in great shape, but have faded colors that I would be willing to trade and/or add to the deal. Please no

major scratches or dents. I prefer email. Falcon_Freak_16@yahoo.com. Rob Storey, 717-465-8607. Glenville, PA.

1963-1964 Sprint tachometer in any condition. Call 508 998-590 or email Ed@emfalconeddie@gmail.com. MA.

1963 Falcon Deluxe 2 door wagon parts. They must be in excellent condition, either NOS or used: front bumper, grille, h/l doors, park lamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 11394 Revere Ln. St. Louis MO. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Ring and pinion gear for an early 6 cylinder rear axle. The ring gear has 35 teeth and part #CODW 4210S. The pinion gear has 9 teeth and part #CODW 4610L. They must be a matched set. Please call Joe Tatti at 905-335-2834 after 6 pm EST. Ontario Canada.

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1960-1970 FALCON

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Classified Ads (con't)

—Continued from page 11

1963 Sprint convertible parts. Black. I wrecked it in 1969. Power top unit with wiring harness and switch, \$150; chrome console and mounting bracket, \$200; Dash chrome set and glove box door, \$50. Bill, 817-265-8314, If no answer, write letter. 214 Ditto Lane, Arlington, TX 76010.

1968 Falcon Futura buckets seats with rear bench seat. Black. Excellent original condition. \$1,200 OBO. Richard Jesue, leadermw@wowway.com or 734-675-0482. MI.

Tires, set of 4 BF Goodrich 'Silvertown Radial' steel belted, 2 3/4 inch white walls P185/80R13 90S. Excellent condition, only 550 miles driven. Bought new from Universals Vintage Tire (http://www.universaltire.com/cart.php?target=product&product_id=24836&category_id=369). Will consider trade for similar tire with 2 1/4 inch side wall (for 1960 Falcon). Must fit 6.00 x 13 rims. \$550 OBO plus shipping (from Winchester, VA 22602) or pick up at Falcon National in Dover. Guy Rini 540 247 9623 or email g.rini@comcast.net

1964 2-door Futura/Sprint Exterior Side Trim. 14 pieces includes quarters, doors, fenders, and front arrows. Professionally restored and reanodized to gorgeous, show condition. Email or call for pictures, questions, etc. \$1600 outright, or \$1200 with nice, restorable set for core trade. Norm Huie, San Clemente, CA. huiehome@cox.net, or 949-498-8974.

1967 3 Speed Mustang Tranny. Original good working condition \$225. 1971 Maverick 3 Speed – Original good working condition \$225. 1963 3 Speed Tranny. Good original working condition. \$100. 1961 Comet 3 Speed Tranny. Good original working condition. \$100. Dagenham 4 Speed and Shifter Box.

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Kellogg's Garage has a recent acquisition of NOS 1960–1963 parts and good used parts as well: Grilles, headlight rings, horn rings, 13 1/4" wire wheel covers. Can email a list for your perusal. Lenny Kellogg, the Junkyard Junkie. lenkellogg@lpbroadband.net or 970-593-1964 CO.

NOS parts: CODZ-3352-B steering arm & bushing, \$75. CODR-7A039-B trans. ext. assy, \$30. CODB- 6404144-A & CODB-6404145-AP visor brkt. \$10 each. CODF-11654-C headlamp switch, \$45. CODF-7A217-A trans. control switch & wire assy, \$15. CODZ-7210-B shift selector lever, \$55. Many more parts available. Keith Litteken, 314-351-1789 or kslitteken@aol.com, MO

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing

rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us.

Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 1960-61 Falcon race cars. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.

1963 Falcon NOS: V8 arm and bushing \$175., six cylinder exhaust manifold \$170, six cylinder standard shift radiator \$125., hood hinges, do not take springs, \$50. pair, temperature cable \$30., license light lens \$20., quarter molding Futura \$135 ea., door molding Futura \$100. ea., much more. Frank G. Stewart, 440-282-6277. OH.

—Continued on page 28

SO YOU WANT TO RESTORE A FALCON?

Monthly Tech Column

Dick Harrington

PART VIII REPAIRING THE BODY RUST DAMAGE

REAR QUARTERS

At first look, the rear quarters looked to be in pretty good shape, the photos sent indicated few problems and when it was sitting on the delivery truck it also looked pretty good. Looking through the inspection panel holes

on the inside of the bed did indicate some previous repairs had been made. A little exploration with a pick hammer left no doubt, serious repair was required at the quarters. In some spots the Bondo was $\frac{3}{4}$ " thick covering sheet metal patches that were brazed in place. There was no choice but to chip off the Bondo, grind through the brazing and remove the metal patches.



Right side looks OK in this photo. It is not a close up, but it leaves plenty of room for optimism.



Left side also leaves room for optimism.



Rear view of left rear quarter after the Bondo and overlapped metal patch was removed. The original paint was underneath the patch.



This is a view looking at the back side of the left rear quarter. If you look close, you can see the brazing puddles left behind.

—Continued on page 14

SO YOU WANT TO RESTORE A FALCON?

—Continued from page 13

Once removal of the previous repair was completed, an analysis of what was required was done. New quarters would be nice, even good used would be welcome, but NOS is more than likely non-existent and shipping for used quarters would be exorbitant. Lower rear patch panels were the best option! Rear lower quarter patch panels were ordered, like the replacement floor panels, the patch fit was vague. There was no clue where they should attach and because so much original metal was gone, this area ground to a halt. I needed a good original Ranchero to get some reference dimensions and photos from. A perfect 1962 Ranchero was found at the all Ford show in Syracuse, NY. The owner was nice enough to let me mask tape some heavy Kraft paper to the back side of his fender and I traced the lower quarter and wheel well opening. Plenty of photos of both the outside and underneath were taken to provide references later. This is another example of the need to make contacts with other Falcon owners.

The inner quarter panels were repaired first. The patch panel was temporarily hung with sheet metal screws and the inner patches were matched to fit the outer panel. Gradually, each rear quarter began to take shape. There are no words that can describe the feeling of accomplishment as you go from a rusty, floppy quarter to a solid rust-free one. It is a slow process; I would estimate that each quarter took two to three weeks of intensive labor to patch.

The wheel lip on the driver's side was also showing serious decay, so the damaged area was cut out. Again the inner panel was repaired first. Shaping the patch required making a wooden buck to use as a form. The pattern that was made at the Syracuse Ford show was used to make a heavy cardboard pattern of the wheel well shape. It was then transferred to a 2x10 to make a wooden buck. A piece of sheet metal was cut to the rough shape of the buck, clamped to the buck and gradually hammered to fit the buck.

As each patch panel was completed, it was temporarily clamped or screwed to the vehicle and a 4" x 1/16 inch cut off wheel was used to cut both the patch and the original sheet metal simultaneously, creating a butted seam. It was then stitch welded in place with a MIG welder. Every inch of the weld is then checked with a light held behind the seam to be sure that no light passes through. A missed hole in the weld is a place that moisture will get through. There is no greater fear than having a perfect paint job ruined by a blister due to a flaw in the welding.

NEXT MONTH: MORE RUST DAMAGE REPAIR

Dick Harrington (FCA #12563) of Delhi, New York is a frequent contributor to *The National Falcon News*.



The wooden buck and a piece of sheet metal are clamped to the work bench. The yellow plastic mallet is the tool for hammering with. The cardboard wheel well template can be seen in the background.



The wheel lip patch has been MIG welded into place.



The lower quarter panel patch is clamped in place using vice-grips and seam spacers. A series of 3/8" long welds are placed about 4" apart. This is to reduce heat build-up that may warp a panel.



Lower quarter panel patch is welded into place.



The left rear quarter sheet metal is repaired, the paint has been stripped (stripping paint will be discussed in a future installment), and is ready for primer. After each area is repaired, the area was stripped and painted with an epoxy primer to prevent any further rusting.

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MINNESOTA MOMENTS



To say that Brian Mulvaney is a “Falcon guy” is putting it mildly—he has owned over 40 Falcons in the past 32 years. He still has 14 of them, including four 1965 hardtops, two 1965 convertibles, three 1964–65 Rancheros, one 1965 Deluxe Sedan Delivery, two 1964 wagons, a 1965 four door and two 1965 parts cars. He also has a Jaguar “E” type roadster.

The 1965 Futura two door hardtop he brought to the 2007 Minneapolis National convention is anything but conventional. It is white with a red stripe and black interior but the resemblance to a “normal” 1965 Falcon ends there.

Brian (FCA #963) was born in 1960, “the same year as the Falcons.” Maybe that explains his affection for them, especially the 1964–65 models. This 1965 hardtop is different from all his other Falcons—it was Brian’s first car. His aunt and uncle had used it as a daily driver and when he took possession of it it was “running and driving.” The original color was Tropical Turquoise and it provided transportation to two Proms and he drove it home on his wedding day. A lot has changed since then.

The engine is a 351 W with a 427 stroker kit; the transmission is a Tremec five speed. This Falcon is sleek and built for speed.



Brian and his modified 1965 Falcon hardtop on the show field

He also features Falcon Club of America Founder Roy Sword’s signature on the inside of the hood. He trailed it to the show, because as you can imagine, it “likes gas.”

The Falcon has a Rod & Custom MotorSport Mustang II front end, rack and pinion steering, disk brakes, with front coil-over adjustable shocks.

It sports a narrowed nine inch rear end, modular carrier and strang axles as well as a Mickey Thompson 18 inch rear tires on Weld 12 inch rims. The front tires are Mickey Thompsons on Weld 3½” rims. The rear suspension is ladder

—Continued on page 18



The 351 W with 427 Stroker Kit runs well at the drag strips.

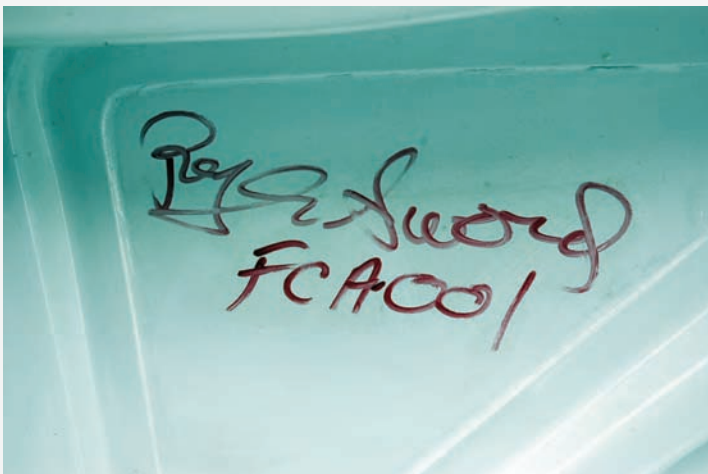


Brian likes the family atmosphere at FCA National Meets.

BRIAN MULVANEY



"Falcon" laser script in filler panel under the hood



Founder Roy Sword's autograph under the hood



Mickey Thompson tires just one of the reasons the Falcon "loves gas."

MINNESOTA MOMENTS

—Continued from page 17

Prom and Beyond: Previous Incarnations of Brian And the Falcon



bar, also with coil-over shocks. Finally, it has fiberglass fenders and hood, along with trunk lid and heater delete panel.

Brian spent a lot of time and money on the unique details, including the "Falcon" laser script on the front under the hood. Brian works with lasers and sheet metal and this was a good way to make his Falcon personally customized. Brian did most of the work himself.

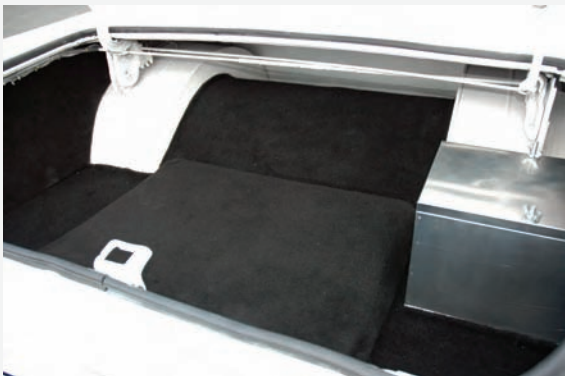
The Falcon has been featured in *Mustangs and Fords* magazine and it spends a lot of time getting its picture taken at local car shows, drag strips and swap meets in his hometown of Peoria, Illinois. It was at a drag strip where *Mustangs and Fords* spotted the car and photographed it for the feature.

Brian has had his Falcon since 1975 and has been a member of the FCA since 1979. He got involved when he saw an ad for the club, and his collection has grown from there.

In order for the FCA to remain strong, he thinks it's important to keep the National Meets family oriented in order for the younger generation to cultivate an active interest in the old car hobby. His favorite thing about membership, besides all the Falcons and the people, is the magazine with all the stories and photos of member's cars.

As someone who has owned forty Falcons, Brian certainly deserves to join that select group of Falcon owners.

BRIAN MULVANEY



This is the thirteenth of seventeen interviews conducted by the Editor at the 2007 Minneapolis National Meet. Miss you in Minnesota? Let's meet up in Delaware!

NEW MEMBER FEATURE: Cooper Falcon Flock

Nathan and I have been members of the FCA since 2007. We are also members of the Rainier Falcons Chapter. We look forward to receiving *The National Falcon News* letter each month.

As far as our flock goes; we acquired our 1962 Ranchero about a month after we were married. We could have used our wedding money on a honeymoon but we wanted a Falcon instead.

Five months later, we added our 1961 two door Futura. It was Nathan's birthday—what a better present than a new Falcon? Just about a year later, it was Nathan's birthday month again and we bought our 1962 four door wagon.

What a way to celebrate!

Each Falcon has a personality all its own. Even though they all have needed some fixing up, they are all members of our family as well as a Falcon flock all their own.

—Nathan and Jen Cooper (FCA #12862)
Spokane, Washington



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GM vs. Microsoft

At a recent computer expo, Bill Gates, founder of Microsoft, reportedly compared the computer industry with the automotive industry and stated, "If GM had kept up with technology like the computer industry has, we would all be driving \$25. cars that got 1000 miles to the gallon."

In response to Bill's comments, General Motors issued a press release stating:

If GM had developed technology like Microsoft, we would all be driving cars with the following characteristics:

1. For no reason whatsoever, your car would crash... twice a day.
2. Every time they repainted the lines in the road, you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason. You would have to pull to the side of the road, close all of the windows, shut off the car, restart it, and reopen the windows before you could continue. For some reason, you would simply accept this.
4. Occasionally, executing a maneuver such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.
5. Macintosh would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive - but would run on only five percent of the roads.
6. The oil, water temperature, and alternator warning lights would all be replaced by a single "This Car Has Performed An Illegal Operation" warning light.
7. The airbag system would ask, "Are you sure?" before deploying.
8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
9. Every time a new car was introduced car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
10. You'd have to press the 'Start' button to turn the engine off.

When all else fails, you could call Customer Service in some foreign country and be instructed in unintelligible English how to fix your car yourself.

TECH TIPS INSTALLING DUAL EXHAUST FLEX FAN VIBRATION

First of all, let me tell you about my Falcon. It is a 1963 Hardtop, Black on Black, 302 V8, top loader 4 speed. The exhaust manifolds are Mustang type.

Having put together so many Mustangs over the years, I bought a lot of parts from Mustangs Unlimited. The prices are competitive and many parts will fit Falcons. Last year when I bought my Sprint, it needed an exhaust system. Having put numerous dual exhaust kits on early Mustangs, I thought the kit might fit my Sprint. The kit is complete and aluminized except for four hangers and tailpipe extensions.

The only modification is you have to remove 1½ inches out of the H pipe just behind the donut flange and weld it back together. This allows for firewall clearance and makes the kit a bolt-on.

The kit is part # EK10A01 and is only \$239.95 plus shipping. This is a good heavy walled kit that includes an H pipe, two extension pipes, two Dyno Max oval mufflers and two tailpipes. Clearance is excellent. This kit will probably fit most eight cylinder hardtop, convertible and sedan Falcons, although, if you have headers there will require more modifications. I hope this helps some members out.

One other tip: My engine had a bad vibration at 2200 to 2500 RPM. I tried everything from the fan to the rear bumper. Then I got rid of the aftermarket flex fan and my problem was 95% gone.

—Mike Henchey #13433
Westmoreland, New Hampshire

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Chapter websites:

Ontario: <http://www.cdnfalconclub.com/>

Erie Canal: www.geocities.com/motorcity/downs/9428

****This rate can also be applied to stays 3 days before and 3 days after the meet****

2006 Erie Canal & Ontario Chapters Niagara Falls Regional Meet



Everybody who attends the Niagara Falls Regional Meet seems to agree that it is great—and getting better every year. This photo of the 2006 show field provided by Kyle “Fireball” Hartman (FCA #1374) of Rensselaer Falls, New York. Use the registration form on page 22 to sign up today!

Dover Editor GeekFest!

OK, fellow Geeks and Editors and Webmasters, here is the update. I got the laptop and it is **SWEET!** It will come in very handy for writing up parking lot interviews, downloading digital photos from the meet, uploading photos to Flickr and just general nerding around.

So—Calling all Editors, Webmasters, Frequent and Technical contributors and Photographers to get together to discuss matters relative to publication and distribution of the newsletters and media that we produce.

Interested? Let me know and we can start to put together an outline for discussion. This will be a casual and spontaneous exchange, there is no set agenda besides whatever you may be thinking about.

One issue facing many Chapter newsletter Editors is electronic distribution; is it appropriate for your Chapter demographic? Do people prefer a printed newsletter? Can you switch effectively from time consuming color inkjet printing to faster, cheaper laser printing in black and white and still hold readers' interest?

Where do you get material? How can you use the Internet for material without copyright infringement? How can you fix and use not-so-great or low resolution photos that readers send in?

I can think of lots of topics that we may all be interested in and can benefit from. How about you?

See you there!

—Wendy

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Calendar of Events

30TH ANNUAL FALCON CLUB OF AMERICA CONVENTION JULY 16-18, 2009 IN DOVER, DELAWARE

Hosted by the Mason Dixon Chapter at the Sheraton Dover Hotel, 1570 North Dupont Highway, Dover, DE 19901. Phone 302-678-8500. The Hampton Inn is the overflow hotel: 302-736-3500. Use the registration form in this issue to register. For additional information, Mike Garrett, at 301-916-3323 or msgarrett35@msn.com or Phil Barber, at 410-266-8271 or pbarberpr@aol.com.

MILE HIGH CARAVAN TO NATIONAL MEET JULY 12-15, 2009

The Mile High Chapter is planning a Falcon caravan from Denver, Colorado to Dover, Delaware for the Falcon National Convention. Want to join in? Here's the route and timetable.

Sunday, July 12: Leave Denver and drive 617 miles to east of Kansas City.

Monday, July 13: Leave Kansas City and drive 483 miles to Indianapolis.

Tuesday, July 14: Leave Indianapolis and drive 462 miles to Breezewood, PA.

Wednesday, July 15: Leave Breezewood and drive 231 miles to Dover, DE.

Call Mile High Chapter President Joe Borgerding at 303-279-4158 before July 12 or Jan Brown at 303-910-3480 while the caravan is on the road to join in the fun.

Do you have a Falcon Event to be included in Calendar of Events? Contact the Editor at the address on page 5.

FCA

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net. No phone calls or faxes for Falcon Club business, please.

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San Antonio, TX**
2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter
Phoenix, AZ
2nd Sat. except June,
July, Aug. at Berge Ford,
460 E. Auto Center Dr.,
Mesa, AZ
(480) 888-0589

**Bluegrass Chapter
Louisville, KY**
2nd Sat. each month at
4:30 PM
Jefferson Co.
Government Center,
7201 Outer Loop
(502) 231-8715

**Blue Ridge Chapter
South Carolina**
3rd Sun.—monthly
Greer, SC
(864) 879-1060

**Capital City Chapter
Austin, TX**
3rd Sat.—monthly, 4 PM
(512) 670-0544

**Carolinas Chapter
Charlotte, NC**
1st Mon.—7 PM
Holiday Inn Express
Hotel, 2491 Wonder
Dr., (Exit 60: I-85)
Kannapolis, N.C.
(704) 736-1920

**Central California
Falcons
Bakersfield, CA**
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Marcia's house,
5304 Southshore
(661) 587-8539
Fresno, CA
3rd Thursday at
Applebee's in Clovis, 98
Shaw Ave. 7:00 PM
(559) 322-0108

**Early Falcon Car Club
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Australia**
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
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**Founder's Chapter
Arkansas**
2nd Sat.—monthly
(501) 605-1370

**Gateway Chapter
St. Louis, MO**
4th Sun.—monthly
(636) 677-4670

**Golden Gate Chapter
San Francisco, CA**
2nd Sat.—Odd Months
(408) 293-5848

**Hoosier Chapter
Indiana**
1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

**Lone Star Chapter
Mt. Pleasant, TX**
3rd Sun.—monthly
(903) 572-9593

**Metro Detroit Chapter
Detroit, MI**
1st Sun.—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

**Mid America Chapter
Kansas City**
1st Fri.—monthly
(913) 592-3571

**Mile Hi Chapter
Denver, CO**
3rd Fri.—monthly
(303) 857-9360

**Music City Chapter
Nashville, TN**
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(615) 452-0321

**Northeast Chapter
New England**
3rd Sat.—monthly
northeastfalconchapter.
com
(952) 334-1654

**NE Texas Chapter
Gladedwater, TX**
2nd Sat.—monthly
(903) 759-6850

**Northland Chapter
Minneapolis, MN**
2nd Sat.—odd months
(952) 334-1654

**Rainier Chapter
Seattle, WA**
3rd Wed.—monthly
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**So-Cal Falcons
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2nd Sat.—bimonthly
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**Sooner Falcons
Oklahoma City**
3rd Sat.—monthly
(405) 205-3497

**Sonoma County
Santa Rosa, CA**
1st Thurs.—monthly
(707) 539-2860

**Southeast Chapter
Georgia**
1st Sun.—monthly
(770) 887-6268

**Space City Chapter
Houston, TX**
2nd Sat.—monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

**Star City Falcon Club
Roanoke, VA**
Monthly meetings
Call for date/location.
(540) 254-1515

**Virginia Falcons
Richmond, VA**
2nd Sun.—even months
(804) 739-1615

**Wheat State Chapter
Wichita, KS**
1st Sat.—even months
(316) 838-7487

Classified Ads (con't)

—Continued from page 12



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Classified ads must be renewed monthly to continue to run. Please use guidelines on page 6 for correct formatting and deadline information. Please do not request that your ad run for multiple insertions when submitting. Although the deadline is the first of the month preceding the issue, please submit early as the issue closes on the first. Photo ads are \$20 and will run for two months. Advertise in The National Falcon News. You will get results!



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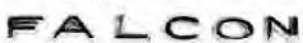
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1968-70 Falcon RH vent window handle
C80Z-5422916-B **\$15.00**



1968-70 Falcon LH vent window handle
C80Z-5422917-B **\$15.00**



1960-63 Falcon 2 & 4 dr sedan outside door handles, LH & RH
C0DZ-6422404-PR **\$110.00pr**



1962-63 Falcon fender ornaments
C2DZ-16178-PR **\$125.00pr**



1960-65 Falcon RH vent window handle
C30Z-6222916-A **\$20.00**



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Feature Falcon

This is our story of our 170 cubic inch, two speed automatic muscle car.

I am 71 years young, a retired heavy equipment operator and my wife is a retired domestic engineer. She stayed home to raise our five children. We have a lot of toys, a Harley Davidson, a RV and kayaks.

We have been going to cruises for years and love old cars. I told my wife that when I can't ride my motorcycle anymore I would like to get a classic car. We did have a 1966 Ford Falcon station wagon when we were first married.

One day I woke up and said, "Why wait? Get one now!" I had no idea what kind of car I wanted; I knew I wanted a muscle car and a convertible would be nice. After a few months of looking I saw a 1963 Ford Fairlane hardtop, all done over and the price was right. We made the deal but much to my disappointment, the owner backed out. Some things were not meant to be... a couple of months later at a big car show in Dedham, Massachusetts we saw this Falcon in the car corral. It was love at first sight! A lot of people were looking at it, but as the saying goes, "Show me the money." We made a gentleman's agreement to buy it in a few days.

The day I tried driving it, I asked the seller if there was something wrong with the automatic transmission. It only shifted once—where is third gear? Little did I know, it is only a two speed car. The seller picked up the car in Florida from two older mechanics who had just lost their jobs and needed cash. The original color of the car was white; he painted it the blue that it is now. I purchased it in July 2005.

I put an Alpine AM/FM /CD player, two Polk audio 650 front speakers in a box I made on the kick panel so I did not have to cut out holes to receive the speakers. I kept the original AM radio in place. I mounted the radio on the transmission hump using a universal under-dash housing, installing it upside down.

I also put in a dual master cylinder. Why wasn't your article about doing this in *The National Falcon News* a few months sooner? I could have done it myself rather than having someone else do it for me. I added dice here and there, an Oogha horn and a fox tail. It is all original interior, with a new top. The engine has 132,000 miles on it. I also have a 1963 Massachusetts plate and a 1963 inspection sticker.

We have been to many car shows with trophies to our credit. We "hang out" at the boat ramp at Plymouth Harbor with other car buffs and get a lot of lookers. I have to admit—it is a sharp car.

We have nine grandchildren and every Friday one or two go to a cruise with us and sleep over in our RV, which is a fifth-wheel with a toy box for the Harley. We go for rides every month of the year, picking our days. We have propeller hats we wear when the top is down and get a lot of waves, cheers and thumbs up.

—Submitted by Dick Tupper (FCA #12297)
Plymouth, Massachusetts

Dick & Joyce Tupper



1960 Ford Frontenac

Frontenac was a Governor of New France in the latter 17th century. His name was used on a Canadian car built by Durant in 1931. When Ford of Canada introduced a compact car for 1960, it seemed strange that they chose a name used by another company. But after 29 years, only the oldest of car trivia fanatics would remember. The Ford Motor Company of Canada, Limited was keeping quite a level playing field for its two dealer chains. For just about every model the Ford branch sold, the Mercury-Meteor branch had a comparable model to sell. So when the compact 1960 Falcon appeared in Ford showrooms across Canada, Mercury dealers displayed the Frontenac. It was their compact car, and an alternative for the buying public. The Frontenac was a make in its own right—not a Mercury, not a Meteor. It was a Frontenac. Its grille had two sections with many vertical bars. Each was rocket shaped and pointed to the centre. At the centre was a chrome disc with a red maple leaf on it. This plate was attached to grillwork by a long horizontal bar on each side. A chrome dart on front fender also had a red maple leaf. Three chrome windsplits, one over the other, were near the end of the rear fender.

The chrome lock and handle on the trunk also included a red maple leaf. An interesting variation from Falcon's tail-lights used a small red lens. Though much smaller than Falcon's lights, it appeared to be just as large when illuminated. A wide multi-bevelled rim reflected the light from the protruding lens.

At first only two and four door sedans were available, but later two and four door station wagons were offered. Like Falcon, there was only one line, but DeLuxe trim was optional.

Frontenac was mechanically the same as Falcon. Of course that included the 90 HP 144 cid six cylinder engine.

This Canadian variation was a big hit with buyers clamoring for a compact car. Over 8400 were sold during calendar 1960. That put it ahead of Valiant and Corvair. Ford of Canada's combined Falcon and Frontenac sales accounted for 5.23% of the total 1960 new car market.

Despite its popularity, Frontenac lasted only one year. For 1961, Mercury dealers got the Comet to sell. American Mercury dealers had it part way through the 1960 season, but in Canada, Comet production did not begin until the 1961 model year.

—Submitted by Marc Henchoz (FCA #7812)
Switzerland



—Photos by James Tworow
Calgary, Alberta, Canada
The National Falcon News

1960 Ford Frontenac

It's an event—when you get the economy you want and luxury, too—in just 181 sleek inches of Canadian-style car. The eventful Frontenac is an entirely new kind of car. Compact externally, with a six-passenger interior complete with many touches of good living. Seats are at a comfortable height. The front seat is deep in foam cushioning. Fabrics are elegant and serviceable. ♦ The Frontenac's trim good looks are as Canadian as its name. The new heater is built for Canadian winters—and its comforting warmth tells you so. But the biggest surprise of all is roominess. ♦ Six "isofloors" can sit in a Frontenac in comfort with ample hip room and head room! Seven pieces of luggage fit snugly into the 23 cubic foot trunk. How all this in just 181 inches? It's through a completely new approach to car design that started with six-passenger comfort, performance, manoeuvrability, and economy as its primary requirements. ♦ A new method of unit construction was evolved to reduce weight and outside dimensions while permitting ample room for six passengers inside. The eventful Frontenac provides: sparkling performance and thirty-or-more miles per gallon, because its new, short-stroke six-cylinder engine has over 1300 pounds less weight to pull. ♦ You enjoy amazing handling ease, too, because the new Frontenac is lighter on its feet—and over three feet shorter than other six-passenger cars.



The Frontenac is sleek when—absolutely Canadian in every line.

THE EVENTFUL  FRONTENAC



The Frontenac is a sleek sedan—absolutely Canadian in every line.

It's an event—when you get a trim new economy car that seats six passengers, is easy to drive and park. Just to look at the stylish picture the eventful new Frontenac presents from every angle, it's hard to believe that this car offers you over thirty miles to the gallon, saves you up to nine oil changes a year... is, in fact, a true economy car. ♦ The eventful Frontenac is full-size proof that you don't have to skimp in order to save. There is room aplenty for six big people. There's comfort and convenience hitherto only associated with costlier cars. Yet just over a cent a mile for gas will cover all the pleasure you'll enjoy at the wheel. And it will be a pleasure, because the Frontenac is built to give Canadian-style performance from a new, efficient Six that gives the high power-to-weight ratio of one horsepower for every 27 pounds! ♦ Its compact, Short-Stroke design is the most modern in Canada. The Frontenac engine is built of a specially developed iron alloy. The result is a durable new engine you can rely on. It has the lowest wear index of any Six built to give you the economy that lasts. It's easier to drive, because controls are just like the cars most people are used to. You'll really enjoy the way it handles, the all-around visibility, the small turning circle, the easy parking. It's an event when you own a beautiful new Frontenac—an event that six people can enjoy.

The Frontenac is sleek when—absolutely Canadian in every line.

THE EVENTFUL  FRONTENAC

It's an event—when you choose your colour combinations and interior fabrics in an economy-mileage car. Think of it! Nine bright, beautiful exterior colour choices—all in lasting, lustro finish, because the new baked enamels stay bright season after season. Two-thing? Yes—in a wide colour range. The Frontenac looks what it is. Luxurious in the ways that mean a difference in comfort, and beauty and pride. Downtight nicely in its way with gas and oil and running costs. So, indulge your gayest colour fancy. You can—with economy in mind—in an eventful Frontenac. ♦ Incidentally, those beautiful interior fabrics are made of durable vinyl and nylon. Rough treatment won't tear them... spills won't hurt their beautiful finish. Frontenac's seat fabrics have special protective coating that keeps out dirt and stains. Makes the seats easy to clean. Standard interior fabric is in colour-planned grey to harmonize with all exterior colour combinations. Beautiful green, blue or grey metalweave fabric is optional at small extra cost. You ride in enough luxury and comfort to enjoy your savings fully as the happy miles roll by. It's an event—when you own a new Frontenac!



THE EVENTFUL  FRONTENAC



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Coil Over Rear Suspension Kit for 1960 - 1965 Ranchero/Falcon

NEW!

This quality kit is the perfect companion to our Mustang 2 conversion or can be used by itself. The complete kit allows you to replace your "tired" leaf springs with a 100% bolt in adjustable ride height coil over suspension. The coil is fully adjustable for ride height that you require. NO WELDING REQUIRED! Use our "slide adjust" mounting bracket system to bolt the threaded aluminum Aldan Eagle coilover shocks/springs and lower two links to your 8" or 9" housing. Body roll and front to rear roll couple is controlled by our bolt-in 3/4" black powdercoated sway bar and end link package. AGAIN, NO WELDING! Minimum installation hassle with maximum results!! Creates a more stable performance ride for better handling and road feel. One inch outside diameter x .120 wall round steel tubing with 5/8" rod ends make up the upper two triangulated links that bolt to your housing using our center section bracket. Upper link bar bolts between the frame rails for a 100% now weld anywhere installation. The upper two links are adjustable for fine tuning on pinion angle if necessary. Comes with all grade 8 hardware and thorough installation instructions. Optional chrome springs are available for an additional charge. Coilover spanner wrench included. **Order with our Mustang 2 front conversion kit and we will take \$100 off the total!**

Part Number: RCM114 Your Price: \$1695.00

1960-1962 Falcon Back-Up Light Lenses

NEW!

Now available are the correct lenses for the 1960-1962 Falcon back up lights. These are mounted on the rear panel separate from the tail lights.

BUL60X..... 60-62 Falcon Back Up Light Lenses..... ea 19.95

NEW!

1964-1965 Ranchero Falcon Fuel Gauge

Brand new reproduction fuel gauge manufactured with UV coating to protect the silk screened printing from fading. Gauge is an exact reproduction with Ford part number and logos. All gauges are pre-tested for accuracy

FGI64X..... 64-65 Ranchero, Falcon Fuel Gauge..... ea 89.95



1963-1965 Falcon Four Speed Tunnel Hump

**COMING
SOON**

This is a quality die stamped reproduction of the original four speed tunnel hump used on 1963-1965 Falcons with factory four speed. This is just like the original with all factory shape and hole pattern included. Finally, a metal version made in the USA!



TTH63X..... 63-65 Falcon Four Speed Tunnel Hump..... ea 149.95

NEW!

Small Block Tall Finned Cover



VC289-BK - Black

VC289-PL - Polished

Beautiful new small block Ford aluminum valve covers features a tall fin design. These new valve covers will set you apart from the crowd! Fits most roller rockers and have baffles installed. Manufactured in the USA!

VC289-PL..... Small Block Tall Finned Cover-Polished..... ea 219.95
VC289-BK..... Small Block Tall Finned Cover-Black Finned..... ea 189.95

NEW!

Watches - Men's & Women's



WAT031



WAT053



WAT054

New water resistant watches, comes with collectible gift box. 3-Year limited warranty.

WAT031..... Ford Black Dial Men's Watch-Rubber & Metal Band..... ea 59.95
WAT053..... Ford Men's Two-Tone-w/Metal Band Calender Watch..... ea 49.95
WAT054..... Ford Ladies Two-Tone-w/Metal Band Calender Watch..... ea 49.95



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